55-1520-235-CL

TM 55-1520-235-CL

TECHNICAL MANUAL

OPERATOR AND CREWMEMBER CHECKLIST

ARMY MODEL

OH-58C

HELICOPTER

This copy is a reprint which includes current pages from Changes 1 through 20.

HEADQUARTERS, DEPARTMENT OF THE ARMY
14 JULY 1978

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TM 55-1510-235-CL

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DEPARTMENT OF THE ARMY
WASHINGTON, DC., 14 July 1978

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C 20

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Operator's and Crewmember's Checklist

ARMY MODEL
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C 19

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

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C 18

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C 17

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

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N-5 thru N-12.1/N-12.2	N-5 thru N-12
E-11/E-12	E-11/E-12

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C 16

CHANGE NO. 16

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

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E-5 and E-6	E-5 and E-6

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N-7 thru N-12	N-7 thru N-12
E-13 thru E-15/ E-16	E-13 thru E-15/ E-16

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C 14

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

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N-1 and N-2	N-1 and N-2
E-3 thru E-4.1/ E-4.2	E-3 thru E-4.1/ E-4.2

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C 13

CHANGE
No. 13

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

1. Remove and insert pages as indicated below.

Remove pages	Insert pages
N-3 and N-4	N-3 and N-4
N-7 thru N-12	N-7 thru N-12.1/ N-12.2
E-2.1/E-2.2	E-2.1/E-2.2

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Operator's and Crewmember's Checklist

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N-1 and N-2	N-1 and N-2
E-3 thru E-14	E-3 thru E-14

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Operator's and Crewmember's Checklist

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OH-58C HELICOPTER

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E-17/E-18	E-17/E-18

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C 10

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Operator's and Crewmember's Checklist

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E-1 and E-2	E-1 thru E-2.1/E-2.2
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C 9

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

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N-1 thru N-10	N-1 thru N-10

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

1. Remove and insert pages as indicated below.

Remove pages	Insert pages
E-1 thru E-10	E-1 thru E-10

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Operator's and Crewmember's Checklist

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1. Remove and insert pages as indicated below.

Remove pages	Insert pages
N-9 and N-10	N-9 and N-10
E-1 thru E-5/E-6	E-1 thru E-5/E-6
E-7 thru E-11/E-12	E-7 thru E-11/E-12
P-1 and P-2	P-1 and P-2

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C6

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Operator's and Crewmember's Checklist

ARMY MODEL
OH-58C HELICOPTER

TM 55-1520-235-CL, 14 July 1978, is changed as follows:

1. Remove and insert pages as indicated below.

Remove pages	Insert pages
N-1 thru N-8	N-1 thru N-8
N-11 thru N-13/N-14	N-11 thru N-13/N-14
E-1 thru E-5/E-6	E-1 thru E-5/E-6
E-11/E-12	E-11/E-12

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GENERAL INFORMATION AND SCOPE

SCOPE. This checklist contains the operators and crewmembers checks to be accomplished during normal and emergency operations. Performance data pertinent to normal operation of the helicopter is provided in the performance data section of this checklist.

GENERAL INFORMATION. The checklist consists of three parts. Normal procedures, emergency procedures, and performance data. Normal procedures consist of the procedures required for normal flight. Emergency procedures are subdivided into 10 classifications as follows: engine, rotor, transmission, drive system, fire, fuel, electrical (Elect), hydraulic (Hyd), landing and ditching (Ldg, Dtch), flight controls (Flt Cont), bailout (Bailout), and mission equipment (MSN EQPT) (as applicable). Performance data consists of charts and tables containing takeoff, cruise, and landing data. The takeoff and landing data card is also contained in the performance data.

NOTE

This checklist does not replace the amplified version of the procedures in the operators manual (TM55-1520-235-10), but is a condensed version of each procedure.

Normal Procedures Pages. The contents of the normal procedures of this manual are a condensation of the amplified checklist appearing in the normal procedures or crew duties portion of the applicable operators manual.

Emergency Procedures Pages. The requirements for this section of the condensed checklist manual (CL) are identical to those for the normal procedures, except that the information is drawn from the amplified checks in the emergency procedures portion of the operators manual. The emergency requirements are subdivided into the 10 classifications listed above. Immediate action items shall be underlined.

Performance Data Pages consist of performance checks and passenger briefing.

Symbols Preceding Numbered Steps

- • Indicates performance of steps is mandatory for all "Thru Flights."
- (N) Means performance of step is mandatory for "Night Flights."
- * Indicates a detailed procedure for this step is included in the "Performance Checks" section located at the back of the checklist.
- (I) Indicates mandatory check for "Instrument Flights."
- (O) Indicates if installed.

Immediate action emergency items are underlined for your reference and should be committed to memory.

Every effort is made to keep this publication current and error free. Review conferences with using personnel and a constant review of accident and flight test reports assure inclusion of the latest data in this publication. However, we cannot correct an error unless we know of its existence. In this regard it is essential that you do your part. Report of errors, omissions, and recommendations for improving this publication by you is encouraged. Your letter or DA Form 2028, Recommended Changes to Publications, should be mailed to Headquarters, U.S. Army Troop Support and Aviation, Material Readiness Command, 4300 Goodfellow Blvd., St. Louis, Missouri, 63120.

CHECKLIST CALLOUT.

Pilots and crewmembers shall not rely on memory for accomplishment of prescribed operational checks except for those immediate action emergency procedures that must be memorized for safe helicopter emergency operation. Oral callout and configuration of checklist items shall be accomplished by pilot and crewmembers.

HELICOPTER AND SYSTEMS.

BEFORE EXTERIOR CHECK.

*1. Publication - Check.
*2. Ignition lock switch — ON.
(0) *3. Helicopter door locks, covers, tiedowns, and grounding cables — Removed and secured.
(0) 4. FUEL BOOST switch — OFF.
5. BAT switch — BAT.
6. NON-ESS BUS switch — MAN.
7. Fuel gage — Check quantity.
8. Lights — ON; check; then OFF.
*8.1. Warning light segment - Check.
(0) 9. NVG lights—Check if use is anticipated.

10. BAT switch — OFF.
11. Pilot seat, seat belt, shoulder harness, and armor side panels — Check.

EXTERIOR CHECK

FUSELAGE — CABIN RIGHT SIDE

1. Static port — Check unobstructed.
(0) 2. Pilot door — Check.
3. Landing gear — Check.
(0)* 4. Cargo — Check.
(0)*4.1. **Auxiliary fuel cell - check. Cap secure.**
*5. Passenger seat and belts — Check.
6. First aid kit — Check.
7. Fire extinguisher — Check.
8. Inertia reel — Check.
9. Cabin door — Check.
*10. **Hydraulic reservoir, servos and flight control - Check; door secure.**
*11. **Transmission - Check; door secure.**
12. **Engine inlet and plenum - Check.**
*13. **Fuel - Check as required. Cap secure.**

14. FM homing antenna—Check.
(0) 15. NVG position lights—Check.
16. Fuselage—Check.
17. Drain lines and vents—Check.
18. Engine exhaust—Check.
19. Engine compartment—Check; door secure.
20. Transmission and engine cowling—Check secure.
21. Engine oil tank—Check condition, cap secure; secure door.
22. Lower anticollision light—Check.
23. WSPS Upper Cutter—Check.

TAILBOOM — RIGHT SIDE.

1. Tailboom — Check.
2. Tail rotor drive shaft cover — Check.
3. Tail rotor drive (cover not installed) - Check condition and security.
4. Horizontal stabilizer — Check.
5. Position light — Check condition and security.
6. Deleted.
7. VOR antenna — Check.
*8. Main rotor blade — Check, rotate 90° tiedown removed.

9. Vertical fin — Check.
10. Tail skid — Check.
11. Position light — Check condition and security.

(0) 12. NVG position lights—Check.
*13. Tail rotor gear box—Check.

TAILBOOM — LEFT SIDE.

*1. Tail rotor - Check.
2. VOR antenna - Check.
3. Tail rotor drive shaft cover - Check.
4. Tail rotor drive (cover not installed) Check condition and security.
5. Tailboom - Check.
6. Horizontal stabilizer - Check.
7. Position light - Check.

AFT FUSELAGE — LEFT SIDE.

1. Fuselage — Check.
2. Oil tank compartment — Check. Secure door.
*3. Oil level — Check.
4. Avionics compartment — Check. Secure door.

5. Engine compartment — Check. Secure door.
6. Engine exhaust — Check.
7. Heater vent — Check.
(0) 8. NVG position lights — Check.
9. FM homing antenna — Check.
10. Transmission — Check. Secure door.
*11. Main rotor blade — Check.
12. Engine inlet and plenum — Check.

FUSELAGE — CABIN LEFT SIDE.

1. Engine oil cooler exhaust — Check.
2. Engine exhausts — Check.
3. Anticollision light — Check.
4. Hydraulic reservoir — Check.
5. Transmission oil filler — Check cap secure.
6. Transmission oil cooler exhaust — Check.
*7. Main rotor system — Check.
8. Hydraulic servos and flight controls —Check.
9. Cowling — Check Secure.

10. Inertia reel — Check.
*11. Passenger seat and belts — Check.
*12. Loose equipment — Secure.
13. Deleted.

(0) 14. Cabin door — Check.
15. Landing gear — Check.
*16. Fuel sample — Check as required.
17. Copilot seat, seat belt, shoulder harness and armor side panels — Check.
18. Deleted.
19. Cyclic stick — Check.
20. Collective — Check.
21. Copilot door — Check.
22. Static port — Check.

FUSELAGE — FRONT.

1. Windshield — Check.
2. Ram air grill — Check.
3. Pitot tube — Check.
4. Landing/searchlight — Check.
5. Fuselage underside — Check.

(0) 6. WSPS windshield deflector/cutter assembly—Check condition and security.

(0) 7. WSPS lower cutter assembly—Check condition and security.

*8. Crew and passenger briefing—Complete as required. Refer to crew and passenger briefing in Section V.

BEFORE STARTING ENGINE.

1. Shoulder harness lock(s)—Check.
(0) 2. NVG filters—As Required.
*3. Overhead switches and circuit breakers—Set.
*4. GPU—Connect for GPU start.
5. Avionics—OFF; set.
*6. Instrument panel instruments and switches—Check and set.
7. CAUTION lights—Test; reset.
*8. Flight controls—Check and set.
9. Altimeter—Set.

STARTING ENGINE.

*1. Fireguard - Posted.

*2. Rotor blades - Check clear and untied.

* *3. Engine - Start.

*4. GPU - Disconnect.

*5. BAT switch - BAT.

*6. GEN switch - GEN.

*7. NON-ESS BUS switch - As required.

8. Flight controls - Check.

*9. DC Amps — Check.

*10. INV switch — INV.

*11. Avionics — On as required.

ENGINE RUNUP.

*1. Engine and transmission indications - Check.

*2. Throttle - Full open; 100% N2.

3. Deceleration check - Perform as required.

4. ENG DE-ICE - Check.

5. PITOT HTR - Check.

6. DEFOG and VENT - Check.

7. HTR - Check.

8. Avionics - Check and set as required.

9. Flight instruments - Check and set.

*10. Doors, armor side panels, and seat belts (inside helicopter) - Secured.

11. Health indicator test (HIT) check - Perform.

HOVER CHECK.

1. Flight controls—Check.
2. Engine and transmission instruments—Check.
3. Flight instruments—Check.
4. Power—Check.

***BEFORE TAKEOFF.**

1. N2—100%.
2. Systems—Check.
3. Crew, passengers and seat belts—Check. Belts and harness fastened and tightened at all times.
4. Avionics—As required.

BEFORE LANDING.

Prior to landing, the following checks shall be accomplished.

1. Crew and passengers—Check.
2. Landing/searchlight—As required.

AFTER LANDING.

1. Landing/searchlight—As required.
2. Transponder—As required.
3. Deleted.

ENGINE SHUTDOWN.

1. Collective — Down.
2. Throttle — Engine idle for two minutes.
3. FORCE TRIM switch — FORCE TRIM.
4. FUEL BOOST switch — OFF.
5. Control frictions — On.
6. Avionics — OFF.
7. Overhead switches and circuit breakers — Set.
8. BATTERY CHARGE — Check.
9. Throttle — OFF.

10. Overhead switches — OFF.
11. Ignition lock switch — OFF.
12. Doors - Close.

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12. GEN switch — OFF.
13. Lights — OFF.
14. BAT switch — OFF.
15. Ignition lock switch — OFF.
16. Doors - Close door immediately after exiting aircraft.

BEFORE LEAVING HELICOPTER.

1. Main rotor blades - Tie down.
2. Walk around inspection — Complete.
3. Mission equipment — Secure.
4. Complete DA Forms 2408-12 and -13.
5. Secure helicopter.

ENGINE.

ENGINE FAILURE — LOW ALTITUDE/LOW AIRSPEED

1. Collective pitch — Adjust.
2. Land.
3. FUEL VALVE handle — OFF.
4. BAT switch — OFF.
5. FUEL boost switch — OFF.

ENGINE FAILURE — TAKEOFF.

Refer to ENGINE FAILURE — LOW ALTITUDE.

ENGINE FAILURE — CRUISE.

1. Collective pitch — Down; establish autorotational glide.
2. Land.
3. FUEL VALVE handle — OFF.
4. BAT switch — OFF.
5. FUEL boost switch — OFF.

ENGINE RESTART — DURING FLIGHT.

1. Throttle — Closed.
2. Attempt start.
3. Land as soon as possible.

ENGINE OIL - LOW PRESSURE, HIGH TEMPERATURE, ENGINE OIL BYPASS LIGHT ILLUMINATION.

a. 50 to 90 PSI with 79% to 89% N1. Land as soon as practicable.

b. 50 to 114 PSI with 90% N1 and above. Land as soon as practicable.

c. Above 130 PSI. Land as soon as practicable.

d. Below 50 PSI, above 107°C or engine OIL BYPASS light illuminates. Land as soon as possible.

ENG CHIP DET CAUTION LIGHT ILLUMINATION

Land immediately.

MAIN DRIVE SHAFT FAILURE.

1. Collective pitch — Down.
2. Throttle — Open or adjust.
3. Land.
4. Throttle - Closed.
5. BAT switch — OFF.
6. FUEL boost switch — OFF.

CLUTCH FAILS TO DISENGAGE.

1. Throttle - Full open.
2. Land as soon as possible

ENGINE OVERSPEED

1. Collective pitch — Increase
2. Throttle — Reduce
3. Land — If rpm can not be controlled manually, proceed as follows:
4. Throttle — Closed.
5. Collective pitch — Dow
6. Land.
7. FUEL VALVE handle — OFF.
8. BAT switch — OFF.
9. FUEL boost switch — OFF.

ENGINE UNDERSPEED - N2 93% to 98%

1. Collective pitch - Adjust.
2. Land as soon as possible.

ENGINE UNDERSPEED - N2 BELOW 93%

1. Collective pitch — Down.
2. Throttle — Closed.
3. Land.
4. FUEL VALVE handle — OFF.
5. BAT switch — OFF.
6. FUEL boost switch — OFF.

ENGINE SURGES

1. GOV INCR switch — INCR.
2. Throttle — Reduce to 98% N2.
3. Land immediately.

If engine surges are not controlled in steps 1 and 2 above proceed as follows:

4. Collective pitch — Down.
5. Throttle — Closed.
6. Land.

7. FUEL VALVE handle — OFF.
8. BAT switch — OFF.
9. FUEL boost switch — OFF.

ENGINE COMPRESSOR STALL.

1. Collective pitch — Reduce.
2. ENG DE ICE Switch — OFF.
3. HTR Switch — OFF.
4. Land as soon as possible.

ROTORS, TRANSMISSIONS, AND DRIVE SYSTEMS.

TAIL ROTOR MALFUNCTIONS.

Refer to TM 55-1520-235-10, paragraph 9-23.

LOSS OF TAIL ROTOR EFFECTIVENESS.

1. Collective pitch — Reduce.
2. Left pedal — Reduce Input.
3. Cyclic — Apply forward cyclic.
4. Collective pitch — Increase.
5. Pedals — Adjust.

If Spin Cannot be Stopped:

6. Collective pitch — Down, autorotate.
7. Land.

XMSN OIL HOT, or XMSN OIL PRESS WARNING LIGHT ILLUMINATION or XMSN OIL PRESSURE LOW.

Land as soon as possible.

XMSN CHIP DET OR T/R CHIP DET CAUTION LIGHT ILLUMINATION.

Land as soon as possible.

MAST BUMPING.

Land as soon as possible.

FIRE.

ENGINE FIRE

HOT START — EMERGENCY SHUTDOWN

1. Starter switch — Press. The starter switch shall be held until TOT is in the normal operating range.
2. Throttle — Closed. The throttle must be closed immediately as the starter switch is pressed.
3. FUEL VALVE handle — OFF.
4. FUEL boost switch — OFF.

FUSELAGE FIRE — GROUND

1. Throttle — Closed.
2. FUEL VALVE handle — OFF.
3. BAT switch — OFF.
4. FUEL boost switch — OFF.
5. Clear the helicopter.

FUSELAGE FIRE — FLIGHT.

1. Land as soon as possible.
2. Throttle — Closed after landing.
3. FUEL VALVE handle — OFF.
4. BAT switch — OFF.
5. FUEL boost switch — OFF.
6. Clear the helicopter.

ENGINE FIRE — FLIGHT.

LOW ALTITUDE.

1. Land immediately.
2. Throttle — Closed after landing.
3. FUEL VALVE handle — OFF.
4. BAT switch — OFF.
5. FUEL boost switch — OFF.
6. Clear the helicopter.

CRUISE ALTITUDE.

1. Collective pitch — Down; autorotate.
2. Throttle — Closed.
3. FUEL VALVE handle — OFF.
4. Land.
5. BAT switch — OFF.
6. FUEL boost switch — OFF.
7. Clear the helicopter.

ELECTRICAL FIRE.

ELECTRICAL FIRE — FLIGHT.

1. GEN Switch — OFF.
2. BAT switch — OFF.
3. Land as soon as possible.
4. Throttle — Closed after landing.
5. FUEL VALVE handle - OFF.
6. FUEL BOOST switch - OFF.
7. Clear the helicopter.

ELECTRICAL FIRE — FLIGHT CONTINUED

1 Complete step 1 and 2 above.

2 Circuit breakers — Out

As each of the following steps is accomplished, check for indications of the source of the fire.

3 GEN switch — GEN

4 BAT switch — BAT

5 Circuit breakers — In one at a time

ELECTRICAL FIRE — GROUND

1 Throttle — Closed.

2 FUEL VALVE handle — OFF.

3 GEN switch — OFF.

4 BAT switch — OFF.

5. FUEL boost switch — OFF.

6. Clear the helicopter.

SMOKE AND FUME ELIMINATION.

1 Vents — Open.

2 DEFOG & VENT switch — ON.

INFLIGHT WIRE STRIKES

Land as soon as possible.

(0) LOWER WSPS GROUND CONTACT

Land as soon as possible.

FUEL SYSTEM.

FUEL BOOST FAILURE/CAUTION LIGHT ILLUMINATION.

Land as soon as possible.

FUEL FILTER CAUTION LIGHT ILLUMINATION.

Land as soon as possible.

BATTERY OVERHEAT—GROUND

1. BAT SWITCH—OFF.

ELECTRICAL SYSTEM.

GENERATOR MALFUNCTION—No output

1. GEN FIELD circuit breaker—out then in.
2. GEN and BUS RESET Circuit breaker—out then in.
3. GEN Switch—RESET then GEN. If the main generator is not reclaimed, or if it goes off the line again:
4. GEN Switch—OFF.
5. Turn off all unncecessary electrical equipment.
6. Land as soon as practicable.

GENERATOR MALFUNCTION—HIGH OUTPUT

1. BAT Switch—OFF.

   If high DC amerage indication disappears with BAT Switch OFF,

a high battery charging rate and possible battery thermal runaway is confirmed, in this event:

2. Land as soon as possible.

If high DC amperage indication does not disappear with BAT Switch Off:

3. Perform ELECTRICAL FIRE FLIGHT sequence.

SPARE CAUTION LIGHT ILLUMINATION

Land as soon as possible.

GPU FAILURE DURING START.

1. Throttle - Closed.
2. BAT switch - On.
3. Starter Switch - Press.

HYDRAULIC.

HYDRAULIC POWER FAILURE.

1. Airspeed—Adjust.
2. HYD BOOST SOL circuit breaker—Out; check for restoration of hydraulic power.
3. HYD BOOST SOL circuit breaker—IN, if hydraulic power is not restored.
4. HYD BOOST switch—OFF.
5. Land as soon as practicable.

HYDRAULIC PRESSURE CAUTION LIGHT ILLUMINATES WITH NO CONTROL FEEDBACK.

Land as soon as practicable at an area that will permit a run-on landing (approximately 5 knots ground speed).

LANDING AND DITCHING.

DITCHING — POWER ON

1. Doors — Jettison.
2. Crew (except pilot) and passengers Exit.
3. Hover a safe distance away from personnel.
4. Throttle — Close and execute an autorotation into the water.
5. Pilot — Exit.

DITCHING — POWER OFF.

1. Doors — Jettison.
2. Land.
3. Crew and passengers — Exit when the main rotor is stopped.

LIGHTNING STRIKE

Land as soon as possible.

FLIGHT CONTROLS.

FLIGHT CONTROL MALFUNCTIONS

1 Land immediately

2 Complete an engine shutdown immediately

BAIL OUT.

1. Doors — jettison.
2. Trim helicopter.
3. Bail out.

Engine — Start.

a. Fuel boost pump switch - Fuel boost.
b. Starter switch - Press and hold. Start time. Observe starter limits.
c. Throttle - Open to engine idle at peak of N1 RPM, provided the following limits are maintained and TOT is 200°C or below.

	FAT	MINIMUM
(1)	7°C and above	15% N1
(2)	7°C through – 18°C	13% N1
(3)	– 18°C and below	12% N1

CAUTION

If the main rotor is not moving when 30% N1 is reached, abort start and make an entry in DA Form 2408-13.

b.1 Main rotor — Check moving by 30% N1.

c. Monitor TOT for over-temperature conditions. Refer to Figure 5-1 for limitations.

d. Starter switch — Release at 58-62% N1.

e. ENG OIL pressure — Check.

f. XMSN OIL pressure — Check.

g. XMSN OIL PRESS warning light — Check out.

h. N1 — 62-63%.

i. N2 — Check Stabilized.

PASSENGER BRIEFING.

a. Crew Introduction.

b. Equipment.

(1) Personnel to include ID tags.
(2) Professional.
(3) Survival.

c. Flight Data.

(1) Route.
(2) Altitude.
(3) Time en route.
(4) Weather.

d. Normal Procedures.

(1) Entry and exit of aircraft.
(2) Seating.
(3) Seat belts.
(4) Movement in aircraft.

(5) Internal communications.
(6) Security of equipment.
(7) Smoking.
(8) Oxygen.
(9) Refueling.
(10) Weapons.
(11) Protective masks.
(12) Parachutes.

e Emergency Procedures.
(1) Emergency exits.
(2) Emergency equipment.
(3) Emergency landing/ditching procedures.
(4) Bail out.

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